



1/13

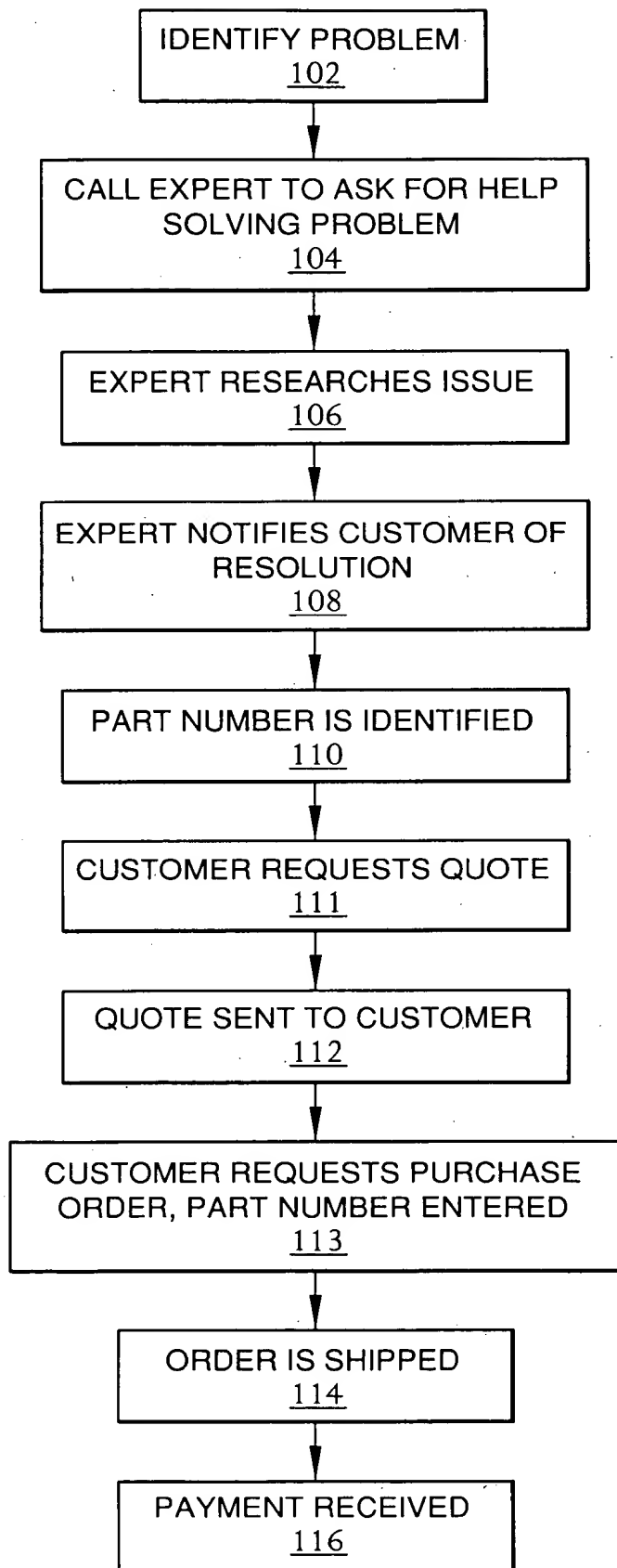


FIG. 1  
(PRIOR ART)



2/13

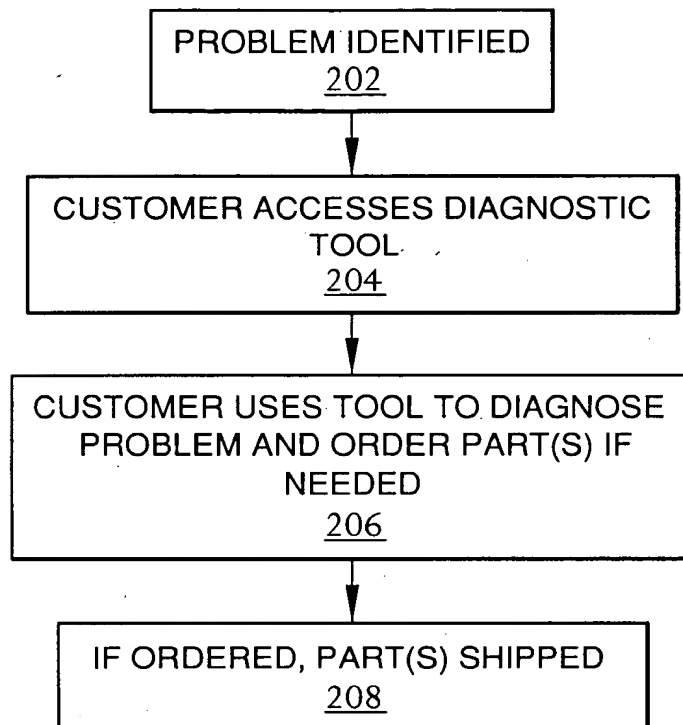


FIG. 2

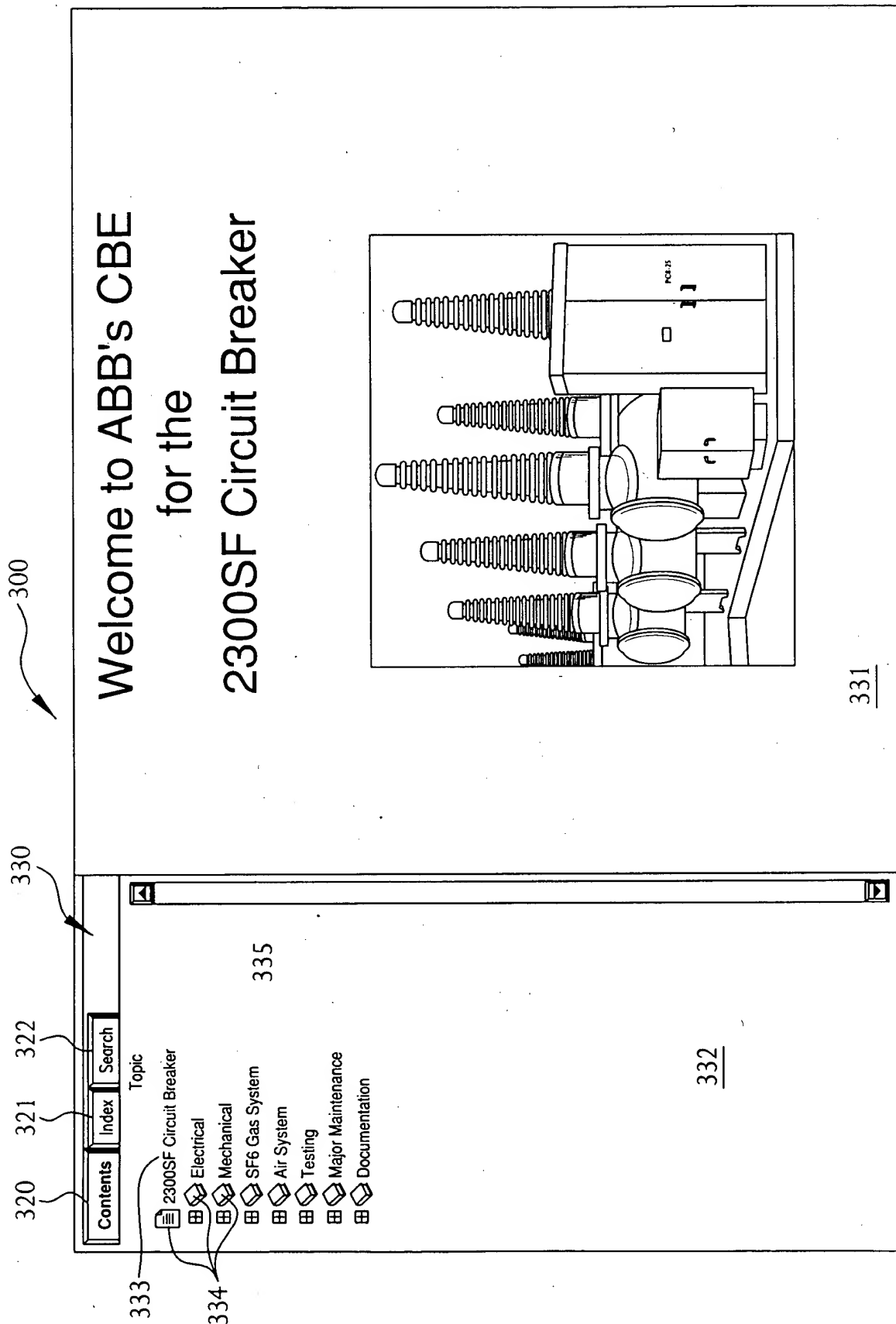
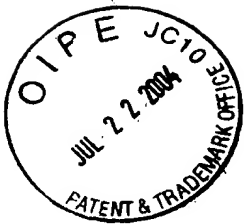
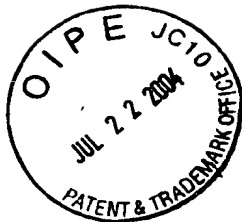


FIG. 3



400a

403a

Contents

Index

Search

2300SF Circuit Breaker ~ 333

Electrical ~ 304

Fails to trip ~ 404

Fails to move to closed position ~ 406

Fails to stay closed ~ 408

Manually jack the AA-10 closed ~ 410

Manually jack the AA-10 open ~ 412

Capacitance outside of limits ~ 414

Current Transformer

Mechanical

SF6 Gas System

Air System

Testing

Major Maintenance

Documentation

2300SF Fails to move to closed position

402a

Breaker fails to move to the closed position (Breaker does not move)

Send us e-mail

Do these steps in order and try to operate the breaker at least 5 times at normal operating pressure after each step or the unit fails to operate once:

I. Verify there is proper voltage. ~ 420

A. Check the voltage.

Verify there is proper voltage on the output side of the fused knife switches or the circuit breakers on the control panel. If there is proper voltage, then proceed to the following steps.

~ 424 ~ 426

II. Verify the closing relay (x-relay) is operating properly. Schematic

A. Check the closing relay (x-relay).

Determine if there is an open circuit in the coil or if the contacts of the x-relay in the closing circuit are burned or have a high resistance when closed. If either of these conditions exist, replace the contact of the coil. Provide the serial number of the breaker so that the proper coil or contact can be identified.

~ 428 ~ 429

III. Verify the pilot valve is operating properly.

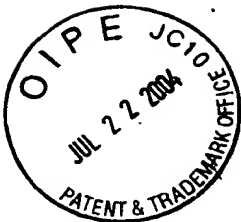
A. Check the pilot valve for A) An open circuit coil B) A sticking pilot valve.

C) A defective solenoid.

If the pilot valve is sticking, operate the breaker by depressing the manual operating button to determine if this eliminates the problem. Over the years, there were three different pilot valves applied to this breaker. One was the Wesinghouse valve, the second was a Ross valve, and

401a

FIG. 4a



2300SF Fails to move to closed position

**Breaker fails to move to the closed position** (Breaker does not move)



Send us e-mail

RECEIVED

JUL 27 2004

Technology Center 2100

**III. Verify the pilot valve is operating properly.**

**A. Check the pilot valve for A) An open circuit coil B) A sticking pilot valve C) A defective solenoid.** If the pilot valve is sticking, operate the breaker by depressing the manual operating button to determine if this eliminates the problem. Over the years, there were three different pilot valves applied to this breaker. One was the Westinghouse valve, the second was a Ross valve, and the third was a Norgren valve. Neither these valves nor their spare parts are supplied. The replacement for all of these valves is the ABB pilot valve P/N 5861B81G01. If the pilot valve is an ABB pilot valve, and the coil has an open circuit, replace the coil with ABB # 4044B76H02 (6volt, 8 watts). If the coil has continuity, but there is no air flow through the pilot valve when the coil is energized, replace the solenoid with ABB # 4044B76H01. If it is determined that it is necessary to replace the solenoid and coil as an assembly, order ABB # 4044B76G01.

• •  
• •  
450

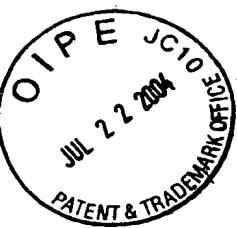
indication of continuity, verify that the latch check switch is adjusted properly. See VIII. B for adjustment procedure.

Replace with ABB # 8931G34G05.

roller lever should be .030" +/- .005". See video. Note - Do NOT adjust the small elastic stop nut at the top of the resilient stop assembly. This adjustment is to preset the compression on the rubber member inside of the resilient stop assembly. If it has been disturbed, or to check for proper adjustment, the hole for the spanner wrench in the head of the piston assembly should be even with the housing.

I. Be certain the mounting bolts of the trip unit are tight. Then adjust the trip unit. The air gap for the trip armature should be approximately 3/16". This adjustment is made by varying the height of the resilient stop bar.

FIG. 4b



2300SF Moisture content

Moisture content

I. Low pressure system

A. The moisture content in the SF6 low pressure system should be below 300ppm. If the moisture exceeds this, the gas must be dried. Refer to the appropriate instruction book for the drying procedure as identified on the breaker nameplate.

II. High pressure system

A. The moisture content in the SF6 high pressure system should be less than 60 ppm. Refer to the appropriate instruction book for the drying procedure as identified on the breaker nameplate.

III. See the field advisory on moisture content in the 2300SF / 242SF circuit breaker.

• •

456

1. Verify the accelerating spring going solid. To do this, close the breaker and measure the dimension from the outside of the spring plate to the outside of the accelerating spring cover ("X"). Then measure the dimension from the outside of the accelerating spring cover to the lever box ("Y"). Subtract "X" from "Y". The dimension should be no less than 13 1/4". If it is less, there is a possibility the spring is going solid. This is not a good condition since it may cause the spring to become weak. Drawing

• •

457

c. The instruction book for reference is IB # 33-456-456C4H.

• •

458

13. Perform timing tests as indicated in section 8 of FPE 89-5.

• •

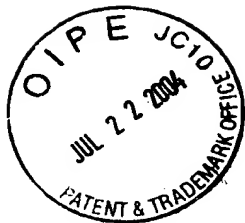
459

RECEIVED

JUL 27 2004

Technology Center 2100

FIG. 4c



RECEIVED

JUL 27 2004

7/13

Technology Center 2100

## PILOT VALVE & ADAPTER KIT 5861B81G01

For all AA-7, AA-10, AA-14, & CAS-8 Mechanism Control Valves on  
Oil Circuit Breakers

and

138 / 230kV Dead Tank Gas Breakers with 'AA-10R80' Mechanisms •

- Except 362kV and above of Type 'SF' and 'SFA' Gas Circuit Breakers with 'AH-7' and 'AH-10' Mechanisms

### Kit Description

This kit contains parts and instructions for the easy replacement of obsolete pilot valves used on control valves on the above mechanisms on oil and gas circuit breakers. The kit contains all parts and adapters necessary to install the modern 'ABB' pilot valve which is included. An adjustable resistor is supplied to reduce the closing control voltages for 48, 125, and 250 VDC applications. Connection instructions are illustrated on Page 9. A manual override push button is located on the pilot valve on the opposite side of the solenoid coil. The coil and push button location is reversible if so desired.

### Safety Precautions

Safe operating practices should be followed at all times when performing maintenance on the breaker.

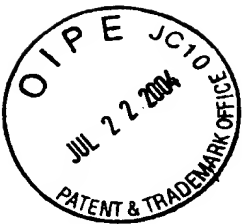
Before starting the pilot valve replacement procedure, be sure to:

1. Place the breaker in the open position
2. Isolate the breaker from the system by opening the disconnect switches
3. Solidly ground all bushings
4. Remove all AC and DC power from the breaker
5. Open the air reservoir drain valve and exhaust the air to zero psig

### Illustrated Parts Assembly

Find the page with an illustration that matches your mechanism and pilot valve combination among the enclosed pages. Some of the later vintage mechanisms may have Norgren pilot valves and adapters. Discard these parts and replace as shown. Connect the pilot valve coil as shown on Page 9.

FIG. 5a



"AA-7" MECH WITH "ROSS" CONTROL VALVE

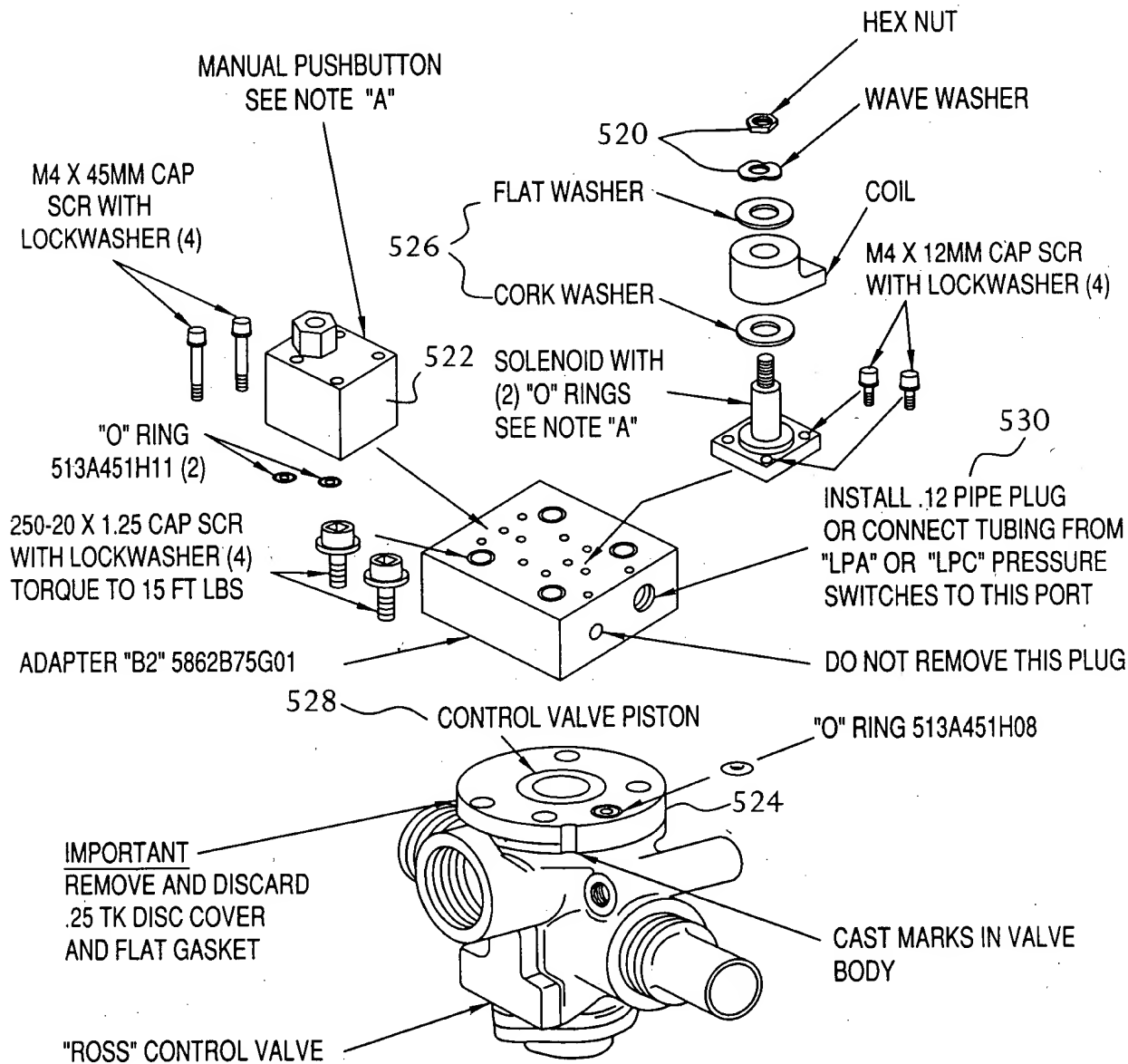
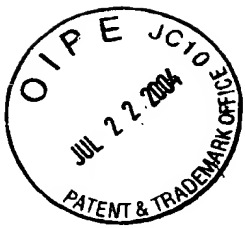


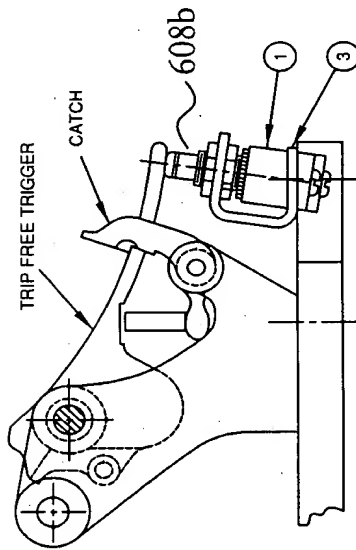
FIG. 5b



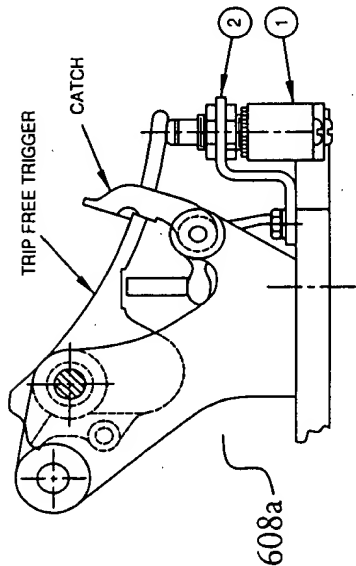


SYM	ITEM	PART NO.	DESCRIPTION
a	H01	5861B73H01	SWITCH
b	H02	5861B59H01	BRACKET
c	H03	5861B58H01	BRACKET
d	H04	5861B68H01	BRACKET
e	H05	8931C2C34	PRINT OF THIS DWG
f	H06	4D5651H18	LOCKING PLATE
g	H07	5862B11H01	BRACKET
h	H08	70100EG01Q	BOLT, .250-20 X .75 HEX
i	H09	70510CV10M	LOCKWASHER, .250 STL
j	H10	70500B031C	WASHER, .250 WIDE
k	H11	8931C34G01	*AA-7* SWITCH ASSY THIS DWG
l	H12	8931C34G02	*AA-10* SWITCH ASSY THIS DWG
m	H13	8931C34G03	*AA-14* SWITCH ASSY THIS DWG
n	H14	8931C34G04	*AH-10* SWITCH ASSY THIS DWG

O ~ 8931C34G05= KIT OF -G01 TO -G04 THIS DWG



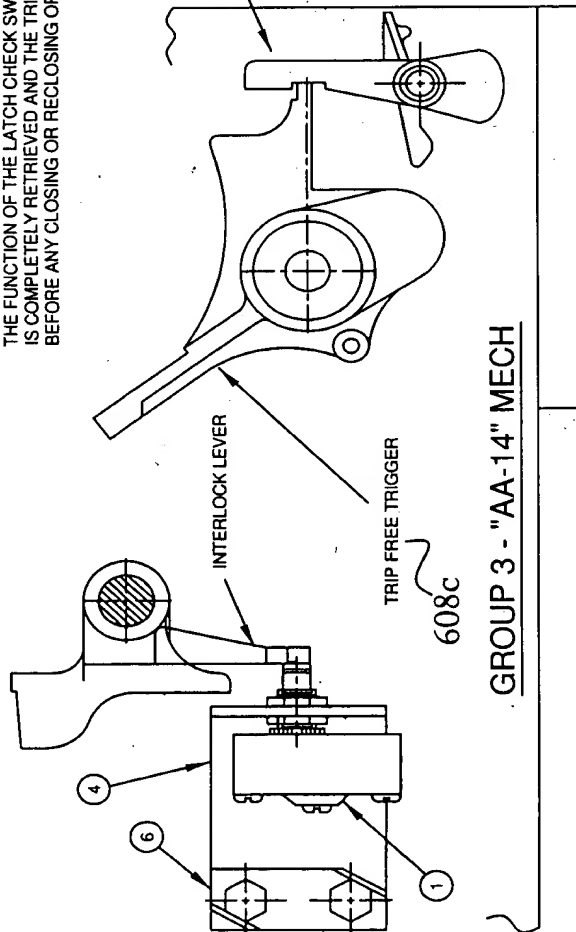
GROUP 2 - "AA-10" MECH



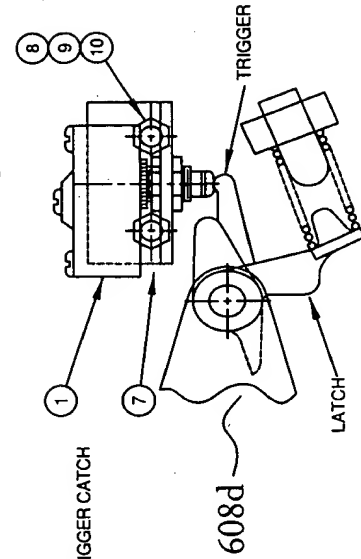
GROUP 1 - "AA-7" MECH

600a

INSTRUCTIONS  
THE FUNCTION OF THE LATCH CHECK SWITCH IS TO INSURE THAT THE MECHANISM IS COMPLETELY RETRIEVED AND THE TRIP FREE LATCH SYSTEM IS FULLY ENGAGED BEFORE ANY CLOSING OR RECLOSING OPERATION IS ATTEMPTED ELECTRICALLY.

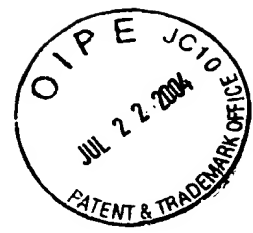


GROUP 3 - "AA-14" MECH



GROUP 4 - "AH-10" MECH

FIG. 6a



10/13

**Order form**

Ordering Form

Send quotation to:

Company Name: \_\_\_\_\_ 620 600b

Contact Name: \_\_\_\_\_ 622

Shipping Address: \_\_\_\_\_ 624

Billing Address: \_\_\_\_\_ 626

E-mail: \_\_\_\_\_ 628

Telephone: \_\_\_\_\_ 630

Fax: \_\_\_\_\_ 632

Payment: \_\_\_\_\_ 634

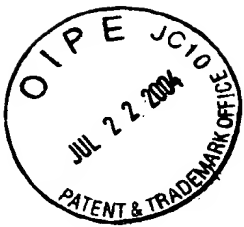
VISA, M/C, AMEX

Expiration date: \_\_\_\_\_ 636

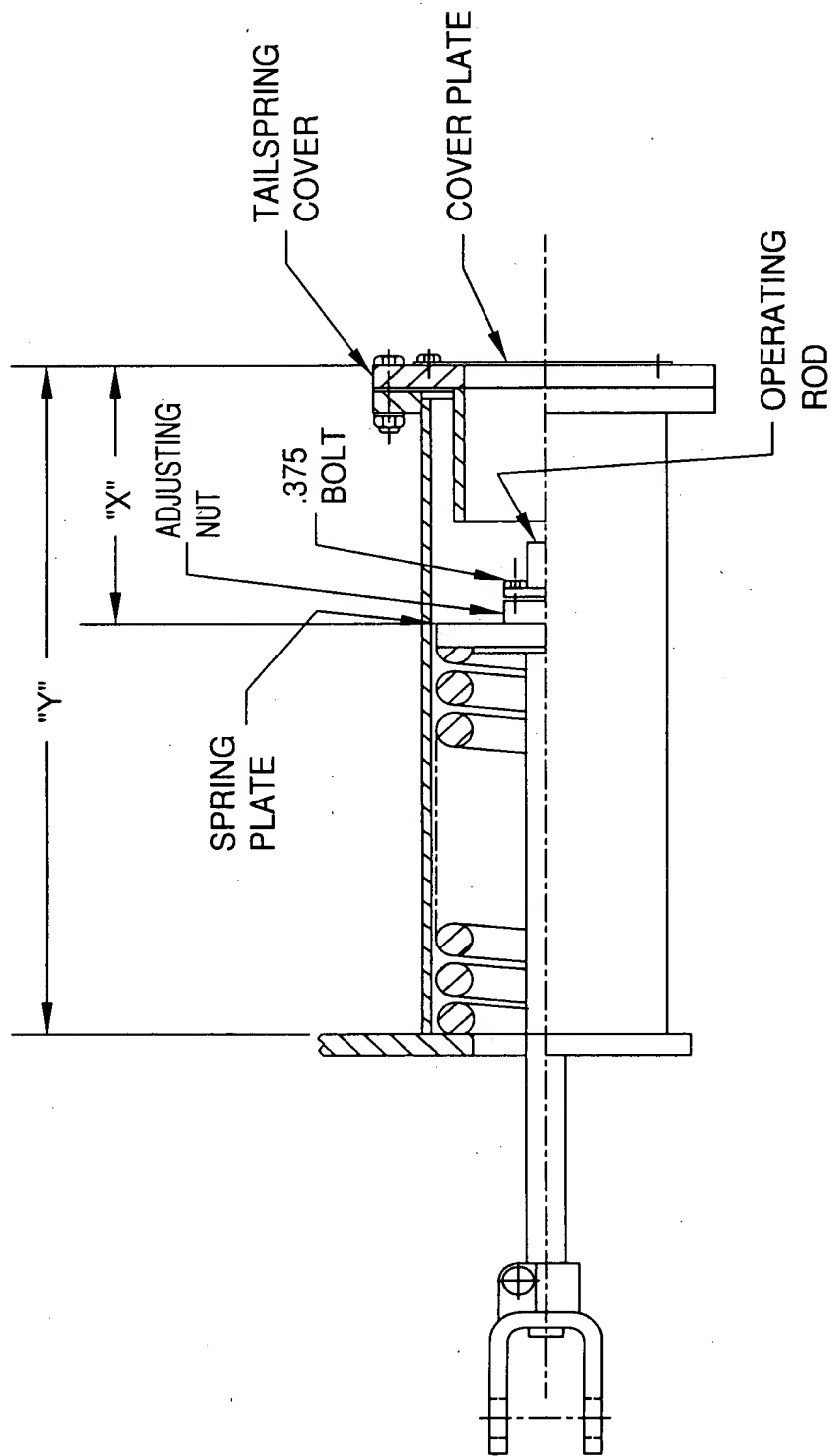
Name on card: \_\_\_\_\_ 638 600b

Card number: \_\_\_\_\_ 640

FIG. 6b

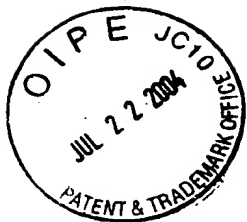


11/13



TYPE 2300SF ACCELERATING SPRING ASSEMBLY

FIG. 7



12/13

FP-E-89-5	
Type 2300SF15000/17500/20000 & 242SF50/63 Major Maintenance Checklist	
<hr/>	
Station _____	Breaker I.D.# _____
Date(s) of Maintenance _____	Serviced by _____
 1. Nameplate Data	
a. Breaker Type _____	Amp _____
Year of Manufacture _____	I.B. _____
Serial / S.O. _____	
b. Mechanism Type _____	I.B. _____
Control Diagram _____	Control Voltage _____
Compressor & Heater Voltage _____	
Operation Counter Reading _____	as found _____ as left _____
Air Compressor Hours _____	
c. SF <sub>6</sub> System	
Control Diagram _____	Compressor Hrs _____
SF <sub>6</sub> Low Pressure _____ psig	Temperature _____
SF <sub>6</sub> High Pressure _____ psig	Temperature _____
 2. General Condition of Breaker _____	
 <hr/>	
CAUTION	
Prior to performing inspection of the breaker, trip the breaker and open adjacent breaker disconnect switches. Solidly ground all bushing top terminals to remove the residual electrical charge. (If not grounded, bushings can retain an electrical charge which may cause serious shock to a workman.) Open all A-C and D-C switches, and close the main hand-operated air shut-off valve between the air reservoir and mechanism. Bleed trapped air by depressing the manual over-ride push button on the pilot valve.	
 3. External Checks:	
3.1 Pre-Maintenance Tests	
a1. Leak Check	
Location of leaks found	_____
	_____
	_____

FIG. 8

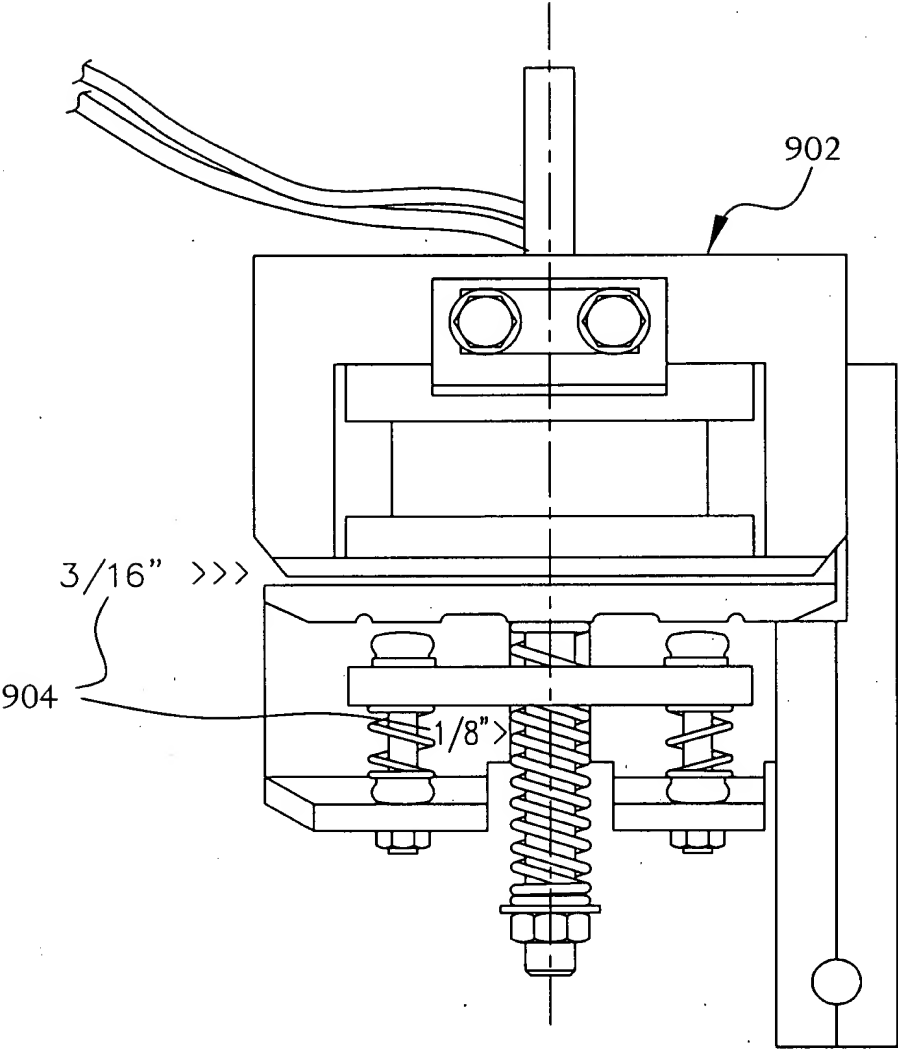
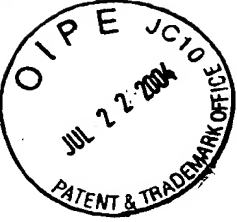


FIG. 9